MANY SIDED, MILITANT JOHN ARBUCKLE PASSES.

Fought Sugar Trust Successfully—Destroyed Towing Monopoly—Revolutionized Wrecking Methods

John Arbuckle was telling one day of going to see Henry O. Havemeyer, who once made the mistake of trying to put Mr. Arbuckle out of the sugar business. He said:

"As I entered and found Mr. Havemeyer playing the violin in his library I asked to be allowed to sit in an alcove so as not to disturb him. His library was filled with wonderful pictures that were worth many thousands of dollars. When Mr. Havemeyer had finished playing I approached him and said, 'Mr. Havemeyer, you can't be such a bad man as people say you are, you who love pictures and play so beautifully.' Mr. Havemeyer smiled, but made no reply."

That was characteristic of more than Mr. Arbuckle's simplicity of address. He was always looking for something good in all sorts of people and he was always willing to give the men and women he met the benefit of the doubt and to believe that there must be something good in them. He had many ways of getting at and bringing out the better side of the unfortunate ones. His private charities of which the world never heard were very large and not at all confined to the "deserving."

And so when word went round last Wednesday that John Arbuckle was dead there were hundreds of men and women who, with a sense of personal loss, thought only of the man who had given them the chance to keep on the right side of the boundary line of self-respect, forgetting the great merchant. Yet it was the same John Arbuckle who revolutionized the sugar business, fought a draw with the trust, broke the towing monopoly on the Hudson, devised and executed daring schemes for raising sunken wrecks and in doing it all built up a great fortune.

He was a fighter whose fights with monopolies of one kind and another his Scotch canniness enabled him to turn into financial victories. So though he was always an enemy of every form of trust nobody ever suggested running him on the Socialist ticket. It was always the other fellow who got hurt and there was usually a profit to show after the battle was over. At the time of his death he was planning a campaign for the abolition or reduction of the tariff on sugar. He said that sugar was made expensive just to protect the beet sugar interests and that he meant to see the price come down to where it wouldn't be a luxury for the poor man.

To visit Mr. Arbuckle's office in the unpretentious brick building at Old slip and Water street was like going back a half century in New York mercantile life. The place had neither the "smartness" nor the sumptuousness of furnishing of the typical "big man's" office of to-day. Very likely it was Mr. Arbuckle himself who met you as you entered, inquired your business and invited you to enter. In the talk that followed he was simplicity and directness itself. If it was summer time Mr. Arbuckle had his coat off and his waistcoat unbuttoned, or if the day was chill he was dressed not overcarefully in a well worn black cutaway suit with a black string tie and low old fashioned collar that suggested the country parson. He was still a powerful man at 73, although the long working days of his busy life had left him a little stooped, so that he did not look his 6 feet of height. He wore a full beard, cut in the style of many years ago. His features were small, his face weather beaten and his hair, like his beard, was turning white. He had very bright eyes that seemed to take in things at a glance, but there was no suggestion of the man of force and action in the look of almost apologetic inquiry with which they looked out upon the world.

Mr. Arbuckle's private office was hung with pictures of his wrecking tugs at work, his "floating hotel" for working girls and his country home. It was of these that he delighted to talk. If his audience pleased him he would grow enthusiastic over his battles with the sea while reclaiming wrecks which everybody else had abandoned, or his plans for a farm colony for working men and women. But if you spoke of business he very likely referred you to his nephew and partner, William A. Jamison, saying: "You'll have to talk to Mr. Jamison about that. He has entire charge." It wasn't that he wasn't interested, but that he was a great organizer who, except in the way of inspection or in guiding the destiny of one of his personal hobbies, left details to others.

That was the man. The story of his business success is the old one of pluck and never failing energy. There was, too, an underlying vein of rugged honesty that won a measure of respect that not even the scandal resulting from the sugar frauds was able to hurt. Most people believed him when he said at that time:

"My skirts are clear in this matter, but you can understand that the ramifications are very great and that others who are not so fortunate are involved."

He was born in Pittsburg in 1839, his parents having come from Scotland but shortly before. He was educated in the public schools, attending Washington and Jefferson college for a time. He used to say that the only important dates in his life were when he was born, when he was married and when he died. With his brother Charles, who died in 1891, he went into business in Pittsburg as a wholesale grocer. It was while he was in business in Pittsburg that he married Mary Alice Kerr. Mrs. Arbuckle died in 1907. They had no children.

Mr. Arbuckle and his brother moved to Brooklyn in 1871 and started a coffee roasting plant. They won quick success and Mr. Arbuckle before long was extending his activities into many fields—the mercantile trade, the terminal warehouse business, the wrecking and shipping business and sugar. And in all he worked alone in the sense that he was never associated with men in the financial world outside his own office. He ranked with the chiefs of the financial world, but his name was associated with few boards of directors and he was known as a man who fought alone and for his own hand.

It was his venture into the sugar trade that brought to Mr. Arbuckle the big fight of his business career. He had invented a machine that put up coffee in neat two pound packages and he was the first one to begin on a large scale the "package goods" plan in retail trade. It was a big success and Mr. Arbuckle, deciding that there was money in sugar sold in the same way, approached the late Henry O. Havemeyer, then head of what is now the American Sugar Refining Company, with his scheme. Havemeyer agreed to sell Mr. Arbuckle the sugar at a fixed price and Mr. Arbuckle went ahead adding package sugar to his already successful coffee trade. The plan proved immensely profitable.

Then came the fight. The Havemeyer people have always said that the Arbuckles began it by demanding a lower price on their sugar, while the Arbuckle side of the story was that Havemeyer wanted the trade for himself and refused to sell sugar at a price from which the Arbuckle interest could make a profit. At any rate there was a sudden severing of relations and Mr. Arbuckle started in to fight the sugar trust. That was early in 1896 and that year Mr. Arbuckle had completed the building of a giant refining plant in Brooklyn. In the war of competition that followed Mr. Arbuckle cut the wholesale price of refined sugar to one-half cent a pound above the cost of crude sugar. He secured the services of some of the best sugar men in the country and invaded hitherto undisputed territory of the trust with a vigor that caused Havemeyer to seek a method of retaliation. The trust went into the coffee business and everybody looked for Mr. Arbuckle's downfall, but Havemeyer had had enough, and in 1901 he cried quits and ended the fight by signing an agreement which recognized Mr. Arbuckle's "right" to refine 5,000 barrels of sugar a day.

The truce between the big sugar refiners led to a report that the trust had bought an interest in Mr. Arbuckle's business. He always denied this. He said that Mr. Havemeyer tried very hard while the fight was on to buy a 51 per cent. interest in Arbuckle Bros. "I told him," said Mr. Arbuckle, "that never so long as I lived should he have a dollar's interest."

One of Mr. Arbuckle's hobbies played an amusing part in his fight with the sugar trust. It was his custom to distribute to his friends and business associates cards that read:

"Politeness is the cheapest commodity on God's earth. It costs nothing and will carry you further and pleasanter through life than any other ticket you can travel on."

The heads of the sugar trust were always on Mr. Arbuckle's mailing list.

It was sugar also that brought Mr. Arbuckle his greatest business trouble as well as victory. When the sugar weighing frauds were being investigated in 1909 he voluntarily gave the Government investigators free access to the books of the firm. When a shortage in payments due the Government on duties was discovered Mr. Arbuckle and William A. Jamison at once offered to pay the entire sum, $695,573.19, over to the Government. The settlement was accepted in full payment of all civil claims. When the firm of Arbuckle Bros. went into the sugar refining business there were connected with it besides Mr. Arbuckle and Mr. Jamison James N. Jarvis and William V. R. Smith. The latter two withdrew in 1906, but the settlement was made on behalf of all four men.

Mr. Arbuckle's next business battle was fought in the "towboat war." He had built some big warehouses and piers along the Brooklyn waterfront and the report spread that Mr. Arbuckle, who had now acquired the reputation of a "trust buster," had a campaign on foot. But it turned out that the stores and piers were to be used only in the business built up by the fleet that Mr. Arbuckle had engaged in the coffee and sugar trade and in the wrecking business. But Mr. Arbuckle's fleet included many barges and towboats, and he wasn't the man to let them lie idle. He was looking about for a way to turn an extra penny with his tugs when his attention was attracted by the regular summer "towboat war" on the Hudson between what the rivermen called the "towboat trust" and the independents. The fees of the "trust" ran as high as $50 a boat, which made a fine bit of profit considering that a tug usually picked up a string of five or six barges and canalboats each way going and coming from Albany. So Mr. Arbuckle jumped in. He cut the price under the lowest ever known on the river and the small canalboat owners made him their patron saint. An Erie skipper, so the tale that Mr. Arbuckle used to smile over runs, came to his wife with the news that "John Arbuckle's bucking the tugboat trust." Said she:

"Wall, I swan. If they keeps on they'll be giving us trading stamps next."

During the fight the price of a tow once dropped to $5, and it was said that the "trust," in order to hold business, went so far as to offer to pay a skipper for the privilege of towing him up the river.

It wasn't long before Mr. Arbuckle took his boats out of the river trade for use in his increasing ocean towing and wrecking business, but towing prices on the Hudson never went back to their former prohibitive rate, and the little canalers are still profanely picturesque in the praise of John Arbuckle.

When he started into the wrecking business John Arbuckle ran up against another monopoly that controlled the business on the Atlantic coast from Halifax to Galveston. Others had tried to break in and had failed, but Mr. Arbuckle knew a way to win. He took the jobs that the other fellow had given up as impossible. He believed that methods of raising sunken ships were antiquated, and he set his inventive genius to work to find new and better ways of doing it. When his friends asked why he was embarking on such risky ventures he replied that there was something stimulating about dragging an honest penny out of a conflict with the sea.

"I like the sea," he said. "For one thing it helped to bring back my health once, and then of course there's a possible chance of making an honest penny at it. There is a stimulus about the ocean that you can't get anywhere else. It helps your strength and it softens your disposition. Your're picking up some of the milk of human kindness every day you're afloat and the men you meet are big and strong—and most of them are honest."

JOHN ARBUCKLE

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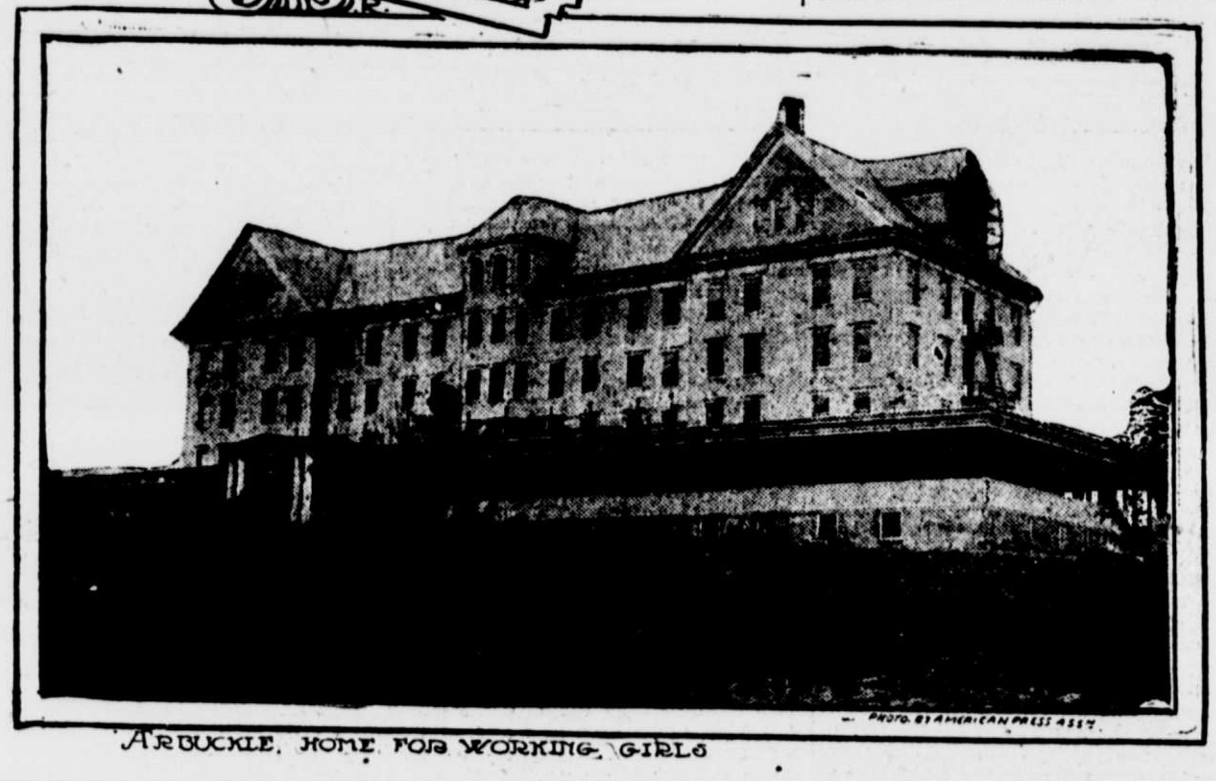
MR ARBUCKLE'S FAMOUS "FLOATING HOTEL"



ARBUCKLE HOME FOR WORKING GIRLS

PHOTO. BY AMERICAN PRESS ASS'N.

Established Sea Hotels and Vacation Farms for Those of Slender Means —Playing Piano His Hobby

Two Canadian engineers who had raised a steamship from the bottom of the St. Lawrence River by driving out the water in her with compressed air attracted his attention and with his characteristic promptness Mr. Arbuckle sent for them at once, outlined his own plans and took them into his service. Then he had to wait a long time to prove that his ideas that had been laughed at by other wreckers were sound. His chance came in 1908 when the United States cruiser Yankee blundered onto the Hen and Chicken Reef in a thick fog and went hard aground on Spindle Rock. The wrecking companies and the Government both tried their hand, but still the Yankee stuck fast, although more than $100,000 had been spent in the effort to float her. Then Mr. Arbuckle offered to do the job.

The other wreckers laughed, but he succeeded in convincing the Government that his new scheme had a chance and was told to go ahead. Just forty-five days after his sandhogs and air compressors got on the job the Yankee was afloat, and most of the time had been consumed in undoing the work done by the other wreckers. During a gale that came on as the Yankee was being towed to port she was rammed by another vessel and sunk again, but the Arbuckle plan had proved itself and Mr. Arbuckle wasn't afraid to go on. The next year he succeeded in raising the United States collier Nero, which sank on a reef near Newport, his engineers, McAllister and Wotherspoon, pulling her off in the face of a succession of storms that threatened the destruction of the collier and the wrecking fleet, and from then on his place was as well established in the wrecking business as it had been in the sugar and coffee industry.

It was while he was breaking into the wrecking business that Mr. Arbuckle, who had purchased the outfit of the North America Wrecking Company, conceived the plan of a deep seagoing life saving service. His idea was to keep wrecking tugs always ready at points along the coast and to have them notified by the regular Government life saving stations when a ship was in trouble. He believed that it would be easier for a tug to approach a stranded vessel from the sea side than for the Government life savers to battle through the surf. President Roosevelt thought well of the plan and a resolution to obtain permission for it was introduced in Congress by Representative Calder of Brooklyn. Mr. Arbuckle also had a plan for raising the Maine. It was approved by many engineers, but he didn't get a chance to put it to the test.

Famous as he was as a pioneer in the coffee business, a fighter of the sugar trust and a daring wrecker, it was as a philanthropist that the public generally was most interested in John Arbuckle. And he liked best of all to talk about his "hobbies," as he called his floating hotels, the old full rigged ship Jacob A. Stemler, the schooner yacht Gitana, and of his farm at New Paltz for old men and women and children. A bracing sea voyage after an attack of typhoid gave him the idea for his floating hotels. He fitted the two vessels up with well lighted and well ventilated living apartments, the Stamler for the women and the Gitana for the men. It cost women $2.80 a week and men $3.50 to live at these hotels and they were always crowded. On Sundays the hotels went to sea and the guests were given a restful day off the coast. Of course the money his guests paid didn't approximate the cost of keeping the boats in commission, but it was Mr. Arbuckle's idea to have them paying something so that they might get in return self-respect plus the comfort. He was always a welcome visitor at the floating hotels and on one of these visits while he was playing the piano and uncovering other unsuspected accomplishments in the entertaining line after dinner one of the girls was overheard to say:

"Ain't he nice to us girls. Why, he's just an angel from heaven. He's human, that man is."

Mr. Arbuckle took a broad view of religion. He never drew lines of creed in his benefactions and he wouldn't permit preaching on board his floating hotels.

"Only one man could preach at a time," he used to say, "and he could preach but the doctrines of one denomination. We have all denominations here, Jew, Gentile, Catholic and Protestant and even followers of Mohammed and believers in Buddah. I won't have a religious strife stirred up here. If there are those who want to go to church they are free to go to the one of their choice. The people on the boats have lots of religion, the best kind of religion. They believe in helping one another and helping themselves."

Up at Lake Mohonk, where Mr. Arbuckle had a summer home, a woman of the summer colony once said to him:

"Why, Mr. Arbuckle, how can you stand those people on your boats?"

"Madam," he replied, "those people are the best people in the world. There isn't one snob in the whole lot of them."

It was in his charities that Mr. Arbuckle found his relaxation when business cares wearied him, and he was often to be found at his floating hotels. He also conducted a hotel in Kansas City and he found further recreation in a horse ranch in Wyoming. He was a lover of fine horses.

The latest of John Arbuckle's charities and perhaps the dearest of all to him because he planned it with his wife and associated her name in it after her death, was his Mary and John Arbuckle Farm at New Paltz, N. J. He explained the name by saying, "My wife had better judgment and a bigger heart than I had, so her name goes first."

The farm consisted of 800 acres of hill and meadow land on which he planned to colonize men, women and children whose health demanded work out of doors. Many picturesque plans, from raising chickens to booming marriages, centred in the colony. While the buildings were being put in shape Mr. Arbuckle gathered children from the congested districts of the city and took as many as the place would hold up there for a two weeks outing. Later he had at the colony over 100 men and women—small wage earners who needed a vacation. Here, as at the floating hotels, Mr. Arbuckle charged a nominal sum to save his guests' self-respect. Women received transportation and two weeks board for $7.25 and men had the same privileges for $11.25. At the colony the guests had the use of a golf course, tennis courts, with all the materials for the sports furnished free, and boats for fishing on the Wallkill River. His plans for permanent colonists and the establishment of industries to aid them in self-support were checked by the burning of the buildings last July.

It was only last December, while Mr. Arbuckle was abroad, that he set New York talking by an advertisement which was in part as follows: "$1,000,000 and over when he retired. Came on salary $700 a year; $3,000 salary when he came, retired with several millions; $3 per week when he came; has large amounts now to his credit.

"I can make others rich if I can find the right kind of men. I want several men who have already shown ability to relieve me in a very large measure so that I can give more attention to my Deep Sea hotel and my Colony for Cripples and Old People and to start another colony out West.

"$10,000 salary for my first assistant per year; $5,000 for my second assistant per year; $2,500 for my third assistant per year."

Mr. Arbuckle explained that he had advertised once before and obtained the services of a man who is now getting a $25,000 a year salary.

Perhaps he wanted to give some one a chance. He was, as has been said, opposed to the trust plan and his only pessimistic ideas were concerning trusts and present day opportunities for young men. In this connection he said two years ago:

"All this talk about trusts lessening prices is bosh. They don't do any thing of the kind, they raise them. Then take these talks that Carnegie and others make about the young man's opportunity being as great to-day as it ever were. It isn't so. The young man hasn't half the chance his father had. The trusts have gobbled up all the opportunities. It stands to reason there are not so many chances. Where there used to be a hundred independent concerns there is now one trust. The men in charge of the branches are merely head clerks. Only one man can ever become the head of a trust. The other ninety-nine must remain head clerks."

MILLIONS OF POUNDS OF BAD FOOD ARE SEIZED

The average New Yorker who reads occasional stories in the newspapers about raids by food inspectors may shake his head and eat his meal with some misgivings as to whether or not he is getting what he wants. It may be stated on the authority of the men who have most to do with food inspections that he is. He generally gets what he pays for, and if he chooses his eating places with care he may eat without much danger that he is indulging in something that will prove deleterious to his health.

While the average man may pick and choose his dining places there are a whole lot of folks that can't. They eat what they can get, and if they can't pay much for their food they take chances on food that is not what it ought to be. It is to protect these citizens that the division of food and inspection of the Board of Health devotes a large part of its energies. While greatly handicapped by lack of inspectors this work has proceeded until the more vicious kinds of bad foods have been eliminated, and it may be said that the total amount of bad food is not so large as might be expected in a city of the size of New York.

During the year 1911 more bad foodstuffs were condemned and destroyed than ever before. The division of food and inspection has just thirty inspectors at its disposal to cover the entire city and a glance at a statistical table of the results of their labors will convince any one that they have done well. The city is divided into inspection districts, and special attention is given to the docks and railroad terminals where food comes into town. These inspectors make their rounds as regularly as possible, but there are 5,384 wholesale establishments and 21,698 retail establishments to be visited, and that takes time. The results would probably be more surprising if Commissioner Lederle had the 200 inspectors he considers necessary for a proper inspection of all these places.

These thirty men last year condemned as unfit for consumption 13,121,008 pounds of foodstuffs, the result of 392,879 inspections. The largest single item was fruit, there being 8,435,233 pounds of it that went into the offal scows. Vegetables came next with 2,567,200 pounds, then canned goods with 1,259,365 pounds. The fish shops contributed 350,547 pounds to the total of seizures, and there were 301,363 pounds of bad beef. Eggs are somewhat further down the line with 72,785 pounds.

During the last two years the policy has been adopted of prosecuting more vigorously those dealers in whose possession bad foods are found. Every second Monday in the Court of Special Sessions one can find a long list of cases on the calendar. They pay pretty stiff fines, too, unless they can give a very good explanation of how the goods came to be in their shops. The inspectors find a lot of dealers who were "just keeping the stuff for the bone man," who were "just about to throw the bad food out when the inspector came in," or who laughed when their attention was called to the condition of the food and said that "of course that particular piece of meat" or "that crate of vegetables wasn't for sale."

When an inspector finds bad food he doesn't just tell the dealer that he mustn't sell it. He takes from his pocket a small bottle of methyline glue and pours it on the affected article. This produces a discoloration that will not disappear and any person who buys a foodstuff so discolored is beyond the reach of the Board of Health. Sometimes the inspectors use cresoline or kerosene, carbolic acid or chloride of lime to denature the condemned food. In the case of the ordinary retail or wholesale establishment the denatured food is taken to the offal piers and dumped into scows that will take it out to sea along with other rubbish. At the steamship docks and big railroad terminals on the waterfront the condemned food is put back on the steamer or barge from which it came amd taken out to sea at the expense of the transportation company.

The inspectors say there are few cases of condemned foods being put back on the market. This does happen, though, in cases where Uncle Sam has ordered a contract supply for his soldiers and sailors and the Federal inspectors reject it as not up to specifications. Retail dealers in the poorer sections of the city make a point of watching such condemnations and they go in and buy at a greatly reduced rate. Many of them undoubtedly get this stuff into their customers' hands, but an effort is made by the local authorities to watch these sales also and to inspect the shops of the dealers who come to them.

Special inspections are made of bakeries and restaurants. One of the things that worry the average restaurant diner is his pie. He knows that the bakeries that put out these delicacies are in the habit of using canned eggs. The division of food and Inspection has found that the greater part of eggs canned are perfectly wholesome. These eggs get broken in transit and as soon as the crates are unloaded they are shelled into cans. The inspectors find that this process is in most cases conducted with considerable care. Some of the canned eggs are frozen, but there is no particular harm in that if the state of freeze doesn't continue too long. Because of recent prosecutions for using decomposed eggs in the manufacture of pies the dealers are getting more careful and the inspectors report that they find now that good eggs, either crated or canned, are in general use.

While Commissioner Lederle thinks that a great deal has been accomplished, he realizes that there are probably thousands of pounds of bad foodstuffs that get away from his inspectors. Just how much it is impossible to say, but in many sections of the city where buyers want food at low prices and competition is keen among the dealers there are many who will take any kind of a chance. The man who has bad food in his place and knows it is bad will have bad food there again no matter what the inspectors may do. The greater part of this bad food goes to poor people The Health Department officials think that there is very little bad food sold in the sections of the city where fair prices are obtained by the dealers. No record has been kept of the value of the food stuffs condemned and destroyed, but it may be conjectured that at the prevailing prices for all kinds of foodstuffs 13,121,008 pounds represents a sum not to be scorned even by the wealthy.

In the appended table is shown the number of inspections made during 1911, the places where bad food was discovered and the amount in pounds of the various foodstuffs condemned.

In regard to the problem of food inspection generally with only thirty inspectors to do the work, Health Commissioner Lederle says:

"The Department of Health has been struggling with a staff of food inspectors which at the present time numbers only thirty men to deal with the problem of protecting the food supply of a city which was rapidly approaching and has now attained a population of 5,000,000. It is really surprising what results have been accomplished in face of this very great discrepancy, but it goes without saying that with this small force the department has been able to undertake only a limited inspection of certain important channels of entry and not the thorough supervision of the local manufacture and sale of all food which should be exercised by the city.

"Request was made in the estimate for 1912 for the addition of 182 inspectors to the present force at an aggregate annual cost of about $240,000, which would bring the total figure for the division of food inspection up to nearly $300,000. This extension would provide facilities for the routine inspection of 21,698 retail establishments and 5,384 wholesale establishments. Instead of infrequent special investigations and raids, as at present, it would be possible to undertake the supervision of retail establishments, including bakeries, butcher shops, confectionery and grocery stores and a great variety of wholesale establishments, including those for bakers' and butchers' supplies, butter, cheese, eggs, canned goods, cereals, chewing gum, chocolate and cocoa, cider and vinegar, coffee, confectionery, fish, flavoring extracts, fruits, ice cream and cone manufacturers, table and mineral waters, wholesale and retail drugs and many other varieties of provisions as well as poultry slaughter-houses and cold storage plants.

"I strongly feel that the Department of Health has a moral right, after bringing its present staff of food inspectors up to the highest possible degree of efficiency (which I believe has now been done), to decline further responsibility in a direct ratio to the lack of an adequate number of inspectors."

POUNDS OF FOOD CONDEMNED AND DESTROYED.

Food inspection.	Inspections.	Lots condemned.	Beef.	Veal.	Sheep.	Hogs.	Asst. meats.	Poultry.	Game.	Total.
Butcher shops	22,694	486	5,358	1,091	257	3,122	9,376	7,884	429	27,517
Stores	9,177	185	1,566	145	523	3,588	20,645	2,030	....	28,495
Packing houses	992	6	....	....	....	400	456	....	....	865
Ice houses	7,843	172	8,403	1,480	985	6,109	10,523	3,745	100	31,345
Stands	15,285	654	7,092	5,380	830	1,452	1,672	66,054	847	83,327
Vessels	726	4	....	....	....	255	....	646	....	901
Markets	1,185	174	750	3,664	120	130	548	19,864	....	25,076
Railroad depots	456	51	18,815	4,197	4,950	300	130	2,268	....	30,660
Stock yards	766	701	106,579	51,898	11,330	21,851	6,718	25	770	198,399
Slaughter houses	5,349	8,036	149,217	49,067	375	9,963	127,090	3,217	13,841	339,699
Commission houses	16,312	1,603	3,583	14,065	1,289	5,109	16,022	85,247	....	139,156
Fat houses	666	....	....	....	....	....	....	....	....	....
Licensed venders	4,892	20	....	....	....	....	....	3,193	....	3,193
Cow sales stables	40	....	....	....	....	....	....	....	....	....
Totals	86,383	12,092	301,363	130,987	26,659	52,277	193,187	194,173	15,987	908,633

POUNDS CONDEMNED AND DESTROYED.

Food inspection.	Inspections.	Lots condemned.	Fruit.	Vegetables.	Canned goods.	Confectionery.	Groceries.	Eggs.	Fish.	Miscellaneous.	Total.
Commission houses	45,778	1,606	696,517	1,513,459	958,526	64,696	144,211	29,278	91,736	47,417	3,545,840
Retail stores	44,986	2,595	23,597	36,069	193,450	21,171	34,934	5,160	18,448	29,853	362,682
Licensed venders	37,977	512	18,763	11,293	6	52	....	1,990	3,920	5	36,029
Vessels and wharves	8,674	941	7,530,381	687,091	50,332	500	49,560	2,021	17,633	16,545	8,354,063
Railroad depots	1,199	156	65,660	264,005	3,046	15	....	....	670	....	333,396
Stands	104,162	1,931	29,196	20,943	22	873	23,645	107	76,412	100	151,298
Markets	4,443	299	5,139	9,083	1	....	....	....	126,954	225	141,402
Ice houses	1,339	35	25	....	53,664	....	665	33,689	12,300	8	100,351
Push carts	144,321	10,825	65,955	25,257	318	449	200	540	2,474	754	95,947
Totals	392,879	18,900	8,435,233	2,567,200	1,259,365	87,756	253,215	72,785	350,547	94,907	13,121,008

Destructive Pennsylvania Deer.

Williamsport correspondence North American.

A traveller along the Sugar Camp road the other day saw three deer, a buck and two does, standing at the very edge of the road near a watering trough. They appeared to be as little concerned as cattle, and made no sign of fright until the driver cracked his whip at them. Then they took to the tall timber.

Just a few days before that Henry Dill, near Trout Run, saw a drove of fourteen deer along the road not two miles from the farms. It is in that region that last year several farmers had their wheat crop ruined by droves of deer jumping fences and browsing on the tender growth. There is a strong sentiment among the farmers, who are thus put to loss by these animals, that if they would kill them while on foraging expeditions on their lands the law couldn't harm them. If the deer try their thievery out this spring there is liable to be just such cases put up to the State Game authorities.